

LATE SOUTHERN NEWS.

Continued from First Page.

our artillery and that of Fort Sumter and Battery Gregg. We should not omit to state here that the latter battery opened fire on the Unionists during the day and evening, whenever they came within range, and, as it were, stood a grim sentinel at the back door of its brother Wagner.

"The object now was to dislodge the enemy in the fort. Col. Harris, the engineer in charge, placed a howitzer on the left of the fort, outside, and Gen. Taliaferro called for volunteers. Major McDonald, with a portion of the 5th North Carolina Regiment, among others, responded; but selecting Capt. Ryan's detachment of the Charleston Battalion, the General directed them to charge into the salient. The order was obeyed, but, unfortunately, the loss of the brave Ryan caused a hesitation among the men, and in a moment the opportunity was lost. Major Ramsey had also fallen in a similar attempt. Meanwhile the Unionists maintained their position, keeping up and receiving a desultory fire for upward of an hour. Finally, our preparations to attack were completed. At this juncture a company of the 2d Georgia, Col. Harrison, who had just arrived, moved on the captured Yankee from the rear, and they surrendered. Thus ended the battle and time was won, considering the odds, one of the greatest victories of the war."

From the Richmond Examiner, July 27.

MAILED'S MERCEDITY.

The following official communication from Gen. Lee illustrates the unreliability of dispatches emanating from Yankee generals:

HEADQUARTERS ARMY NEGROES, VIRGINIA, July 18, 1863.

Gen. S. Cooper, Adjutant and Inspector General, C. S. A., Richmond, Va.

General—I have seen in Northern papers what purports to be an order from Gen. Dix. Major states that he has sent a brigade of infantry, two pieces of artillery, two cavalry and a large number of small arms, as this army retires to the south bank of the Potomac, on the 13th and 14th instant.

The dispatch has been copied into the Richmond papers, and as its official character may cause it to be believed, I desire to state that it is incorrect. The enemy did not capture any organization body of men on this occasion, but only stragglers and such as were left behind in the rear, exhausted by the fatigue of marching, or of being compelled to fight in this instant at the season of the year.

It failed without cessation, rendering the road by which we were marched to the bridge at Falling Waters very difficult to pass, so that we did not cross the last of the 13th, and did not cross the bridge until the early part of the 14th. While the column was thus detained on the road, a number of men, worn down with fatigue, lay down in barns and by the roadside, and though efforts were made to restrain them, they were allowed to do so. This proved fatal to many of them, and those who were thus laid low were taken into the rear, and the horses that drew them became exhausted, and the drivers went forward to procure others. When they returned, the rear of the column had passed the bridge, and the drivers were again forced to lay down, and they were thus lost. No arms, ammunition, or prisoners were taken by the enemy in battle, but only such as were left behind under the circumstances I have described. The number of stragglers thus lost I am unable to ascertain, but it is greatly exaggerated in the dispatch referred to.

I am, with great respect, your obedient servant,

E. LEE, General.

From the Richmond Whig, July 27.

FROM GEN. LEE'S ARMY.

As the Western mail is not opened at the Post-Office Sunday night, we had no letters last evening from our correspondent with the Army of Northern Virginia.

The Central train, last evening, brought down from Gordonsville about three hundred and fifty Yankees, captured in a fight at Snicker's Gap, on Friday. We were unable to obtain any particulars of the affair beyond the report that Gen. Hill's corps dislodged the enemy who were holding the pass, killing a number and capturing the prisoners who arrived here yesterday.

It seems probable, from all accounts, that the larger portion of Gen. Lee's army is now in Culpeper County, and that Meade is cautiously moving in the same direction.

From the Richmond Whig, July 27.

OUR NAVY.

The recent decision by the Lord Chief Baron of England in the case of the Alexandra is worthy of the special attention of our Secretary of the Navy, whilst that decision has to be affirmed by a higher Court, to which appeal has been taken, before it becomes operative, the probabilities of its being sustained are sufficiently strong to warrant preliminary steps on the part of our naval authorities toward the construction of a formidable navy.

The attainment of the Lord Chief Baron, who rendered the decision in this case, derived his main force from a decision rendered by Judge Story, in an analogous case which arose some years ago in the United States. He decided that it was perfectly competent for ship-builders to construct vessels of any kind, and dispose of them as they would of any description of merchandise, only that they must leave the port where sold, carrying no warlike equipments. The English decision was in strict conformity with this, and doubtless that decision will be fully affirmed by the Appellate Court, to which the case has been carried.

The policy of the United States, down to the period of the Crimean war, has been in keeping with this decision. The Yankees, in some instances, during the pendency of that war, even overstepped the limits which that decision prescribed, by equipping vessels sold to the Russian Government with arms and munitions of war; and that, as there is strong reason to believe, with the connivance of the United States Government. This manifestation of sympathy with Russia, led to the establishment of intimate and friendly relations between the two powers, which are, doubtless, materially strengthened by that community of governmental policy which gives both an invariable distinction among the civilized nations of the earth. England will not permit the precedent which the United States has furnished in the decision of Judge Story, and the practice pursued under it, to go for nothing. The monopoly which she would secure to her commercial marine, as the result of a decision which would open to us the privilege of constructing naval vessels in her ports, will be apt to blunt the pride of superior legal men whom the English jurists to snub at American decisions in the past. The citation of Judge Story's ruling is eminently opportune, and care will be taken by Eng-land to turn to our account.

The advantage to us which an affirmation of the decision in this Alexandra case will afford cannot be overestimated. If they are promptly availed of by our naval authorities, we will be in a position not only to give the death-blow to the commerce of our enemy, but to strike at some of his Northern cities. In the present state of the harbor defenses of New-York, Boston, Portland, and smaller Northern cities, such a vessel as the "Warrior" would have its field mainly in entering any of those ports and inflicting a vital blow upon the enemy. The destruction of Boston alone would be worth a hundred victories in the field. It would bring such terror to the "blue-oses" as to cause them to wish eagerly for peace, despite their overweening love of gain, which has been so freely administered to since the opening of this war. Vessels of the "Warrior" class would promptly raise the blockade of our ports, and would even in this respect confer advantages which would soon repay the cost of their construction.

THE SECRETARY OF THE NAVY has been thought by many, ourselves included, deficient in energy, enterprise, and resources. His friends assert that, but for the secrecy necessary to be observed in the operations of his Department, he could be fully vindicated from these imputations. They declare, indeed, that the investigations of the Congressional Committee appointed to examine into the management and transactions of the Department have shown that these charges are without foundation, and that the culpability for many remissnesses charged to Mr. Mallory really rests with another member of the Cabinet, without whose co-operation he could do nothing. We do not know how this may be, but we are of opinion that the opportunity now afforded will test well. Mallory's fitness for his post in such a way as to leave the public indifferent to what any committee may say or think. They will judge for themselves whether he makes such use of it as the public interests demand, and by that judgment, from which there will be no appeal, he must stand or fall.

PROCLAMATION BY THE PRESIDENT OF THE CONFEDERATE STATES.

Again do I call upon the people of the Confederacy—people who believe that the Lord reigneth, and that His overruling providence ordains all things—to unite in prayer and humble submission under His chastening hand, and to beseech Him to pardon our sins.

It is most that when trials and afflictions befall us we should seek to take home to our hearts and consciences the lessons which they teach, and profit by the self-examination for which they prepare us. We should confess our sins and make an acknowledgment and confession of them before the Lord, who loves like unto a patriarch into the very heart of the land, covering too many among us with sorrows of gain, and rendering them unwilling of their duty to their country, to their fellow-men, and to their God. Who, then, will presume to dominate and control the destinies of the South? Let us rather receive in humble thankfulness all the losses which He brings, and, not to our own detriment, do we know that He will bring us relief, and not to our own detriment, the glory and the power of victory; that from His paternal protection, the glory and the safety of defeat; and that, whatever the trials and sufferings of defeat, our just cause and the protection of our heavenly Father!

The U. S. gunboats Euchua and Tulip went to sea yesterday, bound to the Mississippi squadron. The paddle-wheel steamer Alida has received her sailing orders, and the iron-pipe steamer Gratitude, Capt. Gossay, will leave the Navy-Yard this morning at 9 o'clock, for New Orleans. The prize steamer Granite City has also instructions to depart without delay, and the Ex-Vanderbilt steamer, Fort Jackson is preparing rapidly to take her departure. All these vessels have recently been put in a state of perfect fighting trim, and carry a large amount of ammunition. The other ships fitting out in this place, will be ready to move in any direction, one or more of the valves is opened, thereby relieving the pressure on that

side, while the pressure still remains on the opposite side to prevent the vessel. The turret is very similar to those on the Monitor, but is built in appearance to those on the Monitor, but is built fixedly and firmly on the top of the vessel, and lined inside with heavy timbers. It mounts four guns.

SALE OF A PRIZE.

The prize steamer Cherokee, with her fixtures, was sold at auction in Boston on Saturday last. The Cherokee is an iron screw vessel of 500 tons burden, formerly known as the British steamer Thistle, built on the Clyde; but at the time of her capture she sailed from Charleston, S. C. She has two powerful engines, and is represented as a fast-sailing vessel.

LAUNCH OF THE ONONDAGA.

The iron-rod steamship Onondaga, will be launched at the Continental Works, Greenpoint, this morning at 8 o'clock. The Onondaga is 230 feet long, 52 feet wide, and 15 feet deep. She is unlike the Monitors afloat, in some respects, having side armor consisting of 12 inches in thickness, of rolled plate iron, to which is bolted a hammered iron plate 44 inches thick; to this is fastened solid loose timbers 13 inches deep, and over this a guard of plate iron one inch thick is securely bolted. The deck is of iron, two inches thick, riveted to iron beams, and to have an oak plankning on the deck 5 inches thick. There will be two turrets, each 21 feet diameter, 9 feet high, made of 6 inches of riveted plate iron; over this a hammered iron plate is fastened, making altogether 124 inches in thickness. A pilot-house, 6 feet in diameter inside, is placed over the forward turret, made in the same general manner as the turrets. Her motive power consists of two propeller wheels, one under each counter, each driven by a pair of engines, 30 inches bore and 18 inches stroke of piston, supplied with steam from four tubular boilers.

CITY ITEMS.

BULL'S HEAD.—It will be seen by the report of the cattle market that the city is well provided with all kinds of fresh meat. Over 5000 head of beef cattle in July naturally reduces the price of beef, though not yet to the standard of this time last year; but some of the largest dealers in Western cattle anticipated that will be the result if the present over-supply continues. There were over 4000 head sold at the great market-place on Monday and Tuesday, varying from 6 to 11½ P.M. for the net weight of meat, less the value of hide, fat, &c. This will enable butchers to sell the medium and inferior qualities of beef at quite low figures, and within the reach of all the laboring poor.

MONTE CLAIMS FOR DAMAGES AGAINST THE CONVENT.—The following additional claims against the county for losses sustained by reason of the recent riots have been received by Controller Stevens:

Philip Rich—Goods, wares and merchandise destroyed, &c., \$1,200. John H. Smith—Loss of stock, &c., \$1,000. John H. Smith—Destruction of house, &c., \$1,000. No. 41 Grand street, and also household furniture and goods, \$1,000.

George Gandy—Loss of stock, &c., \$1,000. John H. Smith—Loss of stock, &c., \$1,000.

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